



LTL-9000





A Word About This Catalog: Some equipment shown or described in the catalog is available at extra cost.

Ford LTL-9000 An Investment In Value



Road King '86

We've been saying it for years—"Ford Means Business In Big Trucks." And year after year we keep getting better. How do we know? Because you keep telling us.

The results of the "Road King 1986 Drivers Survey" are in. Again, Ford is gaining in Class 8 popularity. Again, the percentage of line haul owner/operators driving Ford trucks has increased. Again, Ford ranks in the top five of Class 8's drivers would like to buy.

Again and Again and Again, more truckers are choosing Ford.

Premium Diesel Performance

The LTL-9000 Series is packed with a premium power engine lineup from the Caterpillar 3406B-Series, the Cummins L-10 Series and Big Cam IV—both featuring Optimized After-cooling. Choose from a broad range of ratings from 270 to 400 horsepower.*

*SAE J1349

LTL Versatility

Whether it's the tandem LTL-9000 or the single axle LL-9000 this Series is right for any business you're in—line haul, construction, livestock, dump, refuse. Ford makes it easy to get the truck that's right for you with our Work-Ready Program. 24 models are available for quick delivery.

Contents

Kentucky Truck Plant, Cab	
Construction	4-5
Interiors	6-7
Sleeper Options	8-9
Work-Ready Trucks	10-11
Components and Products	12-13
Engines, Aerodynamic Improvement Package	14-15
Service Ease, Warranty	16-17
Specifications and Options	18-19



Skill-Pride-Quality The Kentucky Truck Plant

The Ford Tradition

Built Tough. With skill, pride and quality. That's the Ford tradition.

Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the globe to see Ford's advanced technology and production techniques at work.

KTP Assembly Line No. 3

Here's where premium Class 8 quality begins. Assembly Line No. 3 is devoted exclusively to the production of Ford's top-of-the-line, flagship line haulers, the CL-Series cab-overs and LTL conventionals.

Computerized Frame Piercing

The three new state-of-the-art computer-controlled frame piercers press-punch rather than drill frame rails. Holes are positioned, controlled and then checked by TV monitors. Only necessary holes are punched—no unnecessary ones to weaken the frame.

200-Ton Press For Perfect Holes

Frame side rails are automatically punched by 200-ton presses with virtually perfect accuracy every time. Holes are the right size and smoothness, and the adjacent metal is not damaged or weakened. The design strength of the frame rails is completely retained.

Ripping Them Apart To Be Sure

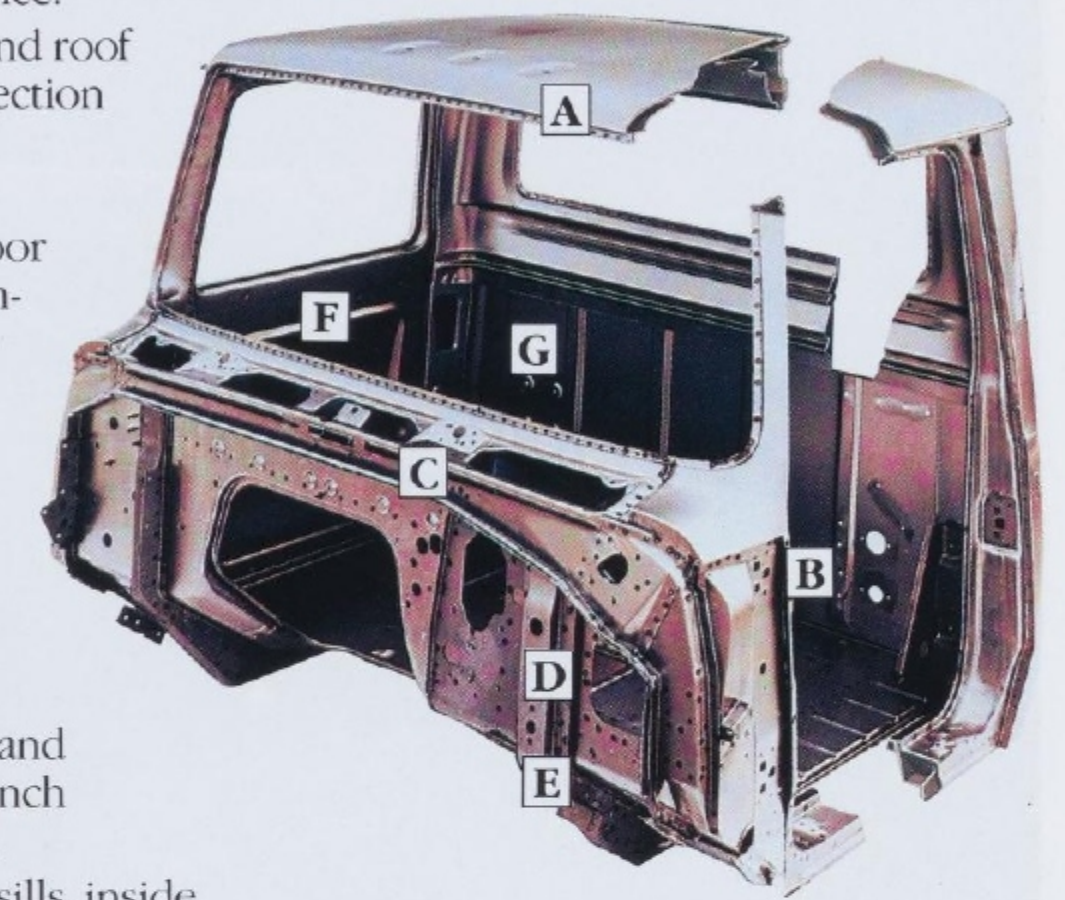
You expect a lot from the dollars you spend on your truck. We expect a lot from what we build. That's why randomly selected LTL-9000 cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot weld—up to 1,700 of them, is inspected. To pass, welds must be of a specified size and strong enough to tear a hole in the surrounding metal.

Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like driving comfort and overall vehicle performance.

- (A) Windshield header and roof siderails are of box-section construction for toughness.
- (B) Reinforcements at door opening frame assembly and at door pillar hinge attachment areas provide added strength.
- (C) Double-wall cowl arch adds structural rigidity to the door pillars.
- (D) Floor pan, toeboard and dash panel are .054-inch minimum thickness.
- (E) Front and rear cross sills, inside and outside truck frame side members, and an intermediate cross sill provide strong underbody support.
- (F) Doors are constructed of single-piece inner and outer panels welded into a rigid structure.

- (G) Complete cab interior is lined with thick sound absorbing, temperature insulating material.



All-Welded Cab Construction



Rust And Corrosion Protection

At KTP we protect your truck even before it takes to the road. The LTL-9000 Series cab features a corrosion-resistant, steel reinforced, unitized fiberglass tilting hood, fender and front end assembly.

Each cab is fully immersed in primer and a high voltage charge bonds the primer to the metal, even into remote areas. The roof panel, door inner and outer panels, and cowl top outer panels are constructed of corrosion-resistant zinc coated steel. The doors are further protected by an application of aluminized wax to the inner panels.

Comfort And Convenience Begins Before You Take The Wheel



It's Called Human Engineering

LTL-9000 interiors are designed for comfort and convenience. It's called human engineering, and it begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in cab design and operability.

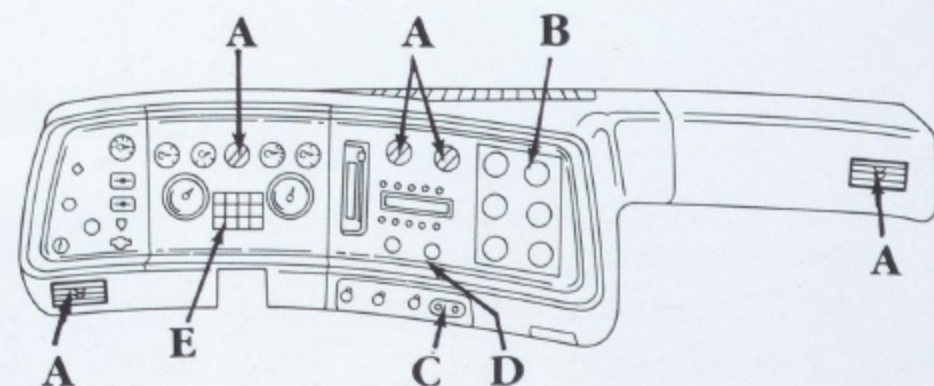
The result—sit behind the wheel and see the difference a Ford makes.

The "Driver's Cab"

It's a basic human engineering concept. It means that the driver can conveniently reach everything needed to operate his truck, while improving operating efficiency and reducing fatigue. For example, LTL-9000 instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.

23.2 Sq. Ft. Cab Glass Area

Nowhere is the idea of human engineering more clearly seen than in the LTL-9000's 23.2 square foot total cab glass area.



Full Instrumentation Panel NEW:

- A. Climate control registers
 - Engine oil temp.
 - Trans. oil temp.
 - Forward and rear axle temp.
- B. Gauge bank
- C. CB hot post
- D. Cigar lighter
- E. Warning light module

Electronic Stereo Radio

- Electronic tuning
- Local/Long-distance tuning switch
- 6-Button/18-Station memory
- Seek-up/seek-down



The 10.5 sq. ft., one-piece tinted windshield, chair-high seating and sloping hood combine to help you keep your eye on the road immediately in front of the truck—a great advantage around loading docks and congested city streets.

Keeping your eye on the road also means the open road, where you spend most of your time. The LTL-9000 windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.

See It For Yourself

Comfort and Convenience. Great all-around visibility. Easy to read instrumentation. Ample choice of tough, good looking interiors. That's the LTL-9000. Don't take our word for it. Drop in at your nearest Ford Dealer. See it for yourself.

Standard Cab (Shown Below)

Standard features include: • Assist handles, bright, dual inside • National Cush-N-Aire driver seat, charcoal breathable knitted vinyl • Arm rests, both doors • Ash receptacle • Coat hook • Dome light • Double yoke safety door latches • Dual door-mounted grab bars—bright aluminum • Heater and defroster, fresh air, high output • All-weather ventilation • Emergency lamp flasher • Sun visors, dual vinyl, charcoal • Headlining, charcoal hardboard, painted • Floor mat, black vinyl covered rubber • Foam-padded seat cushions • Safety belts—LH • Cab-back insulation • Fleet panel w/removable air pac • Parking brake on/off control.

Custom Interior Trim (Not Shown)

Custom Interior Trim includes (in addition to or in place of Standard features): • Headlining—chestnut vinyl covered hardboard • Sun visors—dual padded chestnut vinyl w/clip • Dual map pockets • Cigarette lighter • Door trim panels, padded vinyl w/painted map pockets • Floor mat, chestnut vinyl covered rubber • Cab back panel insulation • Switch, LH door-operated dome light • Glove Box, under seat • Seat trim—chestnut vinyl w/Poly-knit inserts.

Custom Hi-Level Interior Trim (Shown Opposite Page)

Custom Hi-Level Interior Trim includes (in addition to or in place of Custom features): • National Companion Lo-Back passenger seat • Charcoal w/black accent or chestnut w/walnut accent seats • Floor covering—30 oz. carpet w/1/2" needled nylon plus 3/8" molded fiberglass backing—charcoal w/charcoal, medium tan w/chestnut • Engine panel—30 oz. carpet • Cowl panels—18 oz. black carpet • Dash—30 oz. carpet, black w/1/2" needled nylon backing • Headlining—Polyknit/vinyl w/foam backing • Dual map pockets—w/18 oz. carpet covers • Door trim panels—fully padded • 21" sport steering wheel • Bright accent bars—door panels • Vinyl covered windshield pillars and header bar • Lower cab back panel—18 oz. carpet • Upper cab back panel—vinyl covered • Radio prep package • Auxiliary floor mats—dual black.



The Penthouse Sleeper-- A Room At The Top



Put The Road Behind You

Whether you are stopping for the night, or lying over for the weekend, when it's time to put the road behind you, take advantage of the ultimate in Ford luxury--The Penthouse Sleeper. A room at the top.

Relax in style. When not in use, the upper bunk swings down to form the back of a luxury sofa. Other features include:

- Radio speakers with volume controls separate from the cab
- Air conditioning and heater with individual controls
- Two Penthouse windows with tinted safety glass and individual, blackout curtains
- Refrigerator
- Full-length closet
- Walk-through entry
- All this and more.

Penthouse "Studio" Features

Available with Custom Interior cab trim only. The Penthouse Sleeper measures 86" height x 86" width x 60" depth. "Studio" features include:

- R/H exit door w/polished aluminum grab handle
- 2 luggage compartments w/polished stainless steel door locks and automatic convenience lights
- Walk-through entryway
- Double layer vinyl privacy curtain with 2 zippers
- One-piece, handsewn, contoured, padded boot with carpeted bottom
- Custom Interior Trim
- Wall-to-wall carpeting
- Single bunk w/36" x 78" x 6" mattress
- Roof-mounted power ventilator
- Separate heater core, blower and controls
- Dome light
- 2 high-intensity reading lights
- Full-length clothes closet with 11" chrome hanger bar
- Magazine storage area
- 2 utility shelves w/side rails
- 3-drawer dresser
- Radio speakers w/volume control
- 4 12-volt DC power outlets
- 8 recessed marker lights (4 per side).

Penthouse "Hi-Level" Features*

Available with Custom Hi-Level or Dual Hi-Level cab trim only. "High-Level" Penthouse features include (in addition to "Studio" features):

- Polished aluminum steps, right side
- Carpeted luggage compartment floors
- Hi-Level Interior Trim
- 2 dual high-intensity reading lights
- Dual roof-mounted power ventilators
- Closet curtain
- Fold-down upper bunk w/33" x 74" x 6" mattress*
- Full-width overhead storage compartment
- 2 under-bunk storage drawers
- Digital alarm clock
- Lighted vanity mirror
- 1½ cubic foot refrigerator*
- Rear-mounted assist handles.

*May be deleted for credit.

Penthouse Optional Equipment

- Air conditioning condenser and individual controls (with cab air conditioning only)

Four Sleepers To Choose From

If the Penthouse Sleeper doesn't fit your needs, Ford offers three other sleeper options: the 60-inch Flat-Top and the 34- and 42-inch Standard Models, all with impressive features and options,* all quality-crafted for value and comfort:

- Specially formed steel base unitized to a heavy-duty, extruded aluminum framework
- Cast-aluminum corners 100% welded-in for strength and rigidity
- Lightweight, no-rust aluminum skin
- Positive-sealing doors with extruded neoprene weather stripping
- 2-inch thick fiberglass insulation

*See your Ford Dealer for a detailed list.

Aerodynamic Packages Save Money

Ford sleepers can provide more than a good night's sleep. Add the Rudkin-Wiley Aerodynamic Improvement Package--available in the 34-inch, 42-inch and 60-inch Flat-Top Models*--and save up to 12% a year in diesel fuel costs. That could amount to approximately \$2,000 per 100,000 miles--which, in some cases, equals a month's lease or finance payment†

The Penthouse Sleeper. Aerodynamic fuel savings. Luxuries you can't afford to be without.

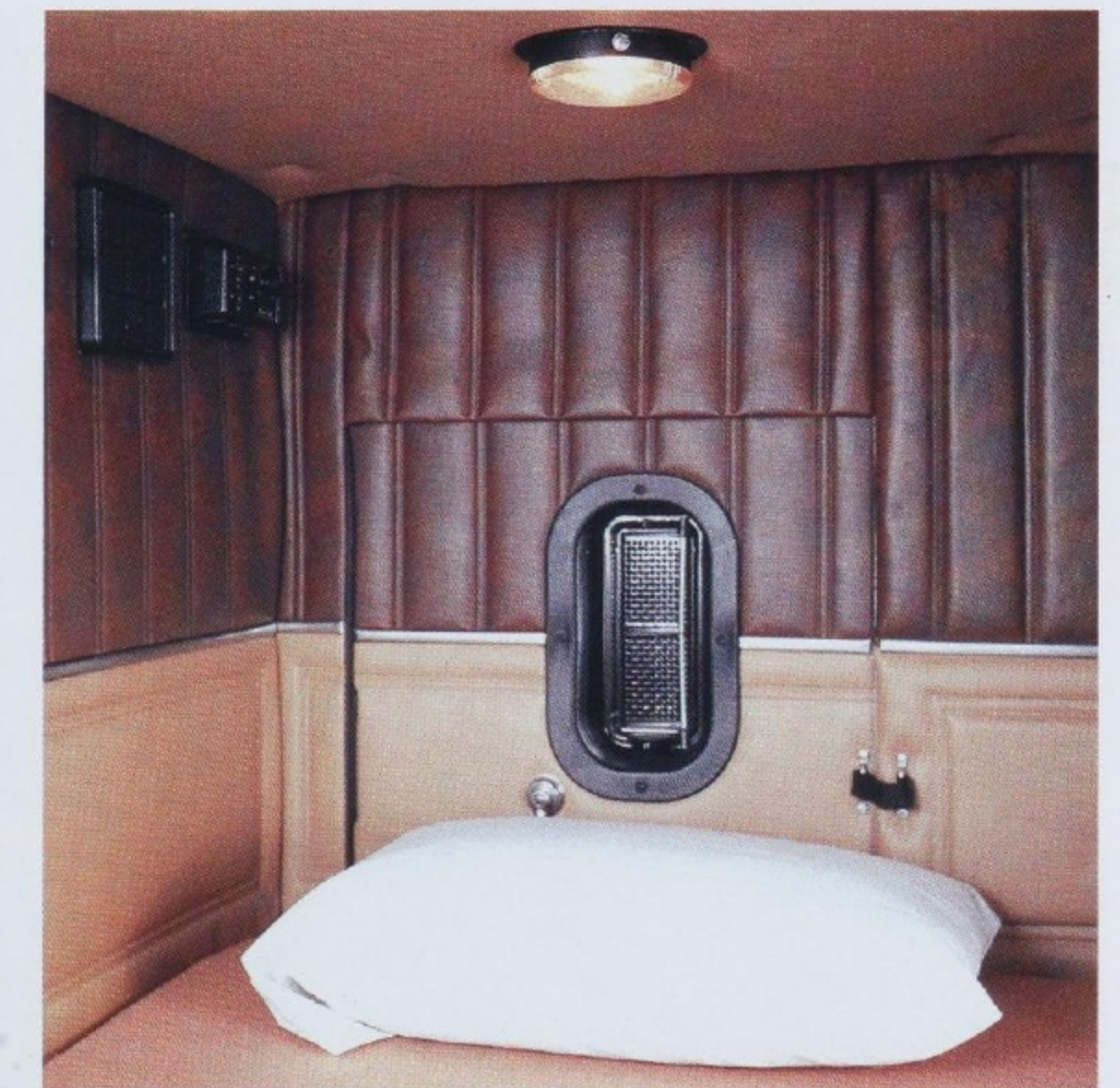
*60-inch Flat-Top Models have aerodynamic roof bracket option only--the Rudkin-Wiley Air Shield Wind Deflector can be ordered directly by your dealer.

†See page 15 for fuel economy story.

60-inch Flat-Top Sleeper



42-inch Standard Sleeper



Work-Ready Trucks

Name Your Job...Chances Are We've Already Built Your Truck

You're ready to work. Why buy a truck that isn't? Waiting for your truck to show up costs you time and money. With Ford's Work-Ready Program your ship's already in. Work-Ready trucks are pre-spec'd and ready for quick delivery. They fit the truck to the job. Not the job to the truck. They're engineered to provide the powertrain, frame, axle and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage.

24 Models To Choose From

Name your job: refuse, dump, beverage, tractor. Chances are there's a Work-Ready truck already built to match your needs. Wheelbase and Cab-Axle dimensions extend to 246"/159". GVW's/GCW's are rated to 82,000 pounds.* Engines are available to 400 horsepower.

*138,000 pounds Turnpike rating.

Extended Service Coverage

A \$7,150 Value

Extended Service Coverage (ESC) helps you drive down the cost of ownership by tripling the coverage time of your basic warranty protection. Receive Extended Service Coverage on Work-Ready LTL-9000 units with full parts and labor coverage for 36 months/300,000 miles (except engine). A \$7,150 value.*

And because it's transferable to a second owner (to the limits of unexpired coverage), it "goes with the truck,"

ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
LL/LTL-9000	Vehicle	12 Months/ 50,000 Miles	36 Months/ 300,000 Miles
	Engine*	—	—
	Powertrain	12 Months/ 50,000 Miles†	36 Months/ 300,000 Miles

*Engines are warranted by the manufacturer. †Excludes clutch.

making your unit potentially more valuable at trade-in.

*Manufacturer's suggested retail price. See your Ford Dealer for program coverage details.

Work-Ready "Flex" Options

Once you've identified your job requirements, ordering a work-ready LTL-9000 is as easy as circling a code number.

And they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.

Ford LTL-9000 Work-Ready Performance Packages

When It's Time To Work—Be "Work-Ready!"

Work-Ready Trucks Make Ordering Easy

Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van/Platform, Refuse, Beverage and Tractor applications, Work-Ready trucks are pre-spec'd for ordering ease. And they're available for quick delivery.

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready Performance Package that matches your needs. Ordering is as easy as circling a code number.

Work-Ready "Flex" Options

Work-Ready Performance Packages are designed to fit the truck to the job. They're pre-engineered to deliver the right frame, powertrain and suspension/axle capacities for a range of given applications.

Yet, they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.

Extended Service Coverage—A \$7,150 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for 36 months/300,000 miles (except engine). Purchased separately, that could cost up to \$7,150*—depending on truck model.

Extended Service Coverage is transferable to any number of owners—within the limits of coverage. It "goes with the truck," making your unit potentially more valuable at trade-in.

*Manufacturer's suggested retail price.

ESC Coverage vs. Basic Warranty

Full Parts And Labor For:			
WORK-READY			BASIC WARRANTY
Base Vehicle	Engine	Powertrain*	
36 Months or 300,000 Miles	Not Covered By Ford	36 Months or 300,000 Miles	12 Months or 50,000 Miles

*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle.

Buy Work-Ready... Or Spec It Your Way

Work-Ready may be the easy way to order a truck. But it's not the only way. Ford still builds trucks in the traditional manner—customized to your own set of unique specifications. Ask your Ford Dealer to help you determine your exact requirements. Work-Ready or Custom Built, either way is Ford tough!

Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected Packages plus a complete listing of the available Packages within the LTL-9000.

- Work-Ready Model Designation Code.
- Front and rear GAWR's. Total GVWR or GCWR is also indicated.

- Line drawing of cab and body with WB/CA dimensions.

- Chassis-Cab Specifications.

Chassis-Cab Specifications (DSO Vehicle)				
LTL-9000-702 FOR GENERAL PURPOSE TRACTOR	06	EXTERIOR COLOR:	06	CAB EQUIPMENT: (Cont'd)
	07	07	07	07
	08	08	08	08
	09	09	09	09
	10	10	10	10
	11	11	11	11
	12	12	12	12
	13	13	13	13
	14	14	14	14
	15	15	15	15
16	16	16	16	
17	17	17	17	
18	18	18	18	
19	19	19	19	
20	20	20	20	
21	21	21	21	
22	22	22	22	
23	23	23	23	
24	24	24	24	
25	25	25	25	
26	26	26	26	
27	27	27	27	
28	28	28	28	
29	29	29	29	
30	30	30	30	
31	31	31	31	
32	32	32	32	
33	33	33	33	
34	34	34	34	
35	35	35	35	
36	36	36	36	
37	37	37	37	
38	38	38	38	
39	39	39	39	
40	40	40	40	
41	41	41	41	
42	42	42	42	
43	43	43	43	
44	44	44	44	
45	45	45	45	
46	46	46	46	
47	47	47	47	
48	48	48	48	
49	49	49	49	
50	50	50	50	
51	51	51	51	
52	52	52	52	
53	53	53	53	
54	54	54	54	
55	55	55	55	
56	56	56	56	
57	57	57	57	
58	58	58	58	
59	59	59	59	
60	60	60	60	
61	61	61	61	
62	62	62	62	
63	63	63	63	
64	64	64	64	
65	65	65	65	
66	66	66	66	
67	67	67	67	
68	68	68	68	
69	69	69	69	
70	70	70	70	

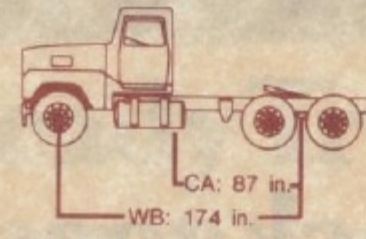
- Front, Rear and Total Chassis Weights with indicated specifications.
- Weight Distribution.

- Suggested body type, length or capacity. Tractors are labeled as such.



LTL-9000-702

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 16,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 8,705 lb.
Rear: 8,251 lb.
Total: 16,956 lb.

PERFORMANCE DATA

BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: 34,000 lb.
Rear: 48,000 lb.
Total: 82,000 lb.

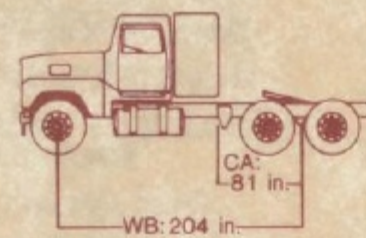
DRIVETRAIN PERFORMANCE
Gradeability: 41%
Geared Speed: 63 MPH
Total Reduction: 57:1

Chassis-Cab Specifications (DSO Vehicle)

08 2K	EXTERIOR COLOR: Candyapple Red (Std.)	25 SH 0	CAB EQUIPMENT: (Cont'd) Steering Column, Adjustable
10 AM 0	AXLE, FRONT: 16,000 lb.	27 TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 30SI
11 7Q 0	AXLE, REAR: Rockwell SQ100 (4.56) 46,000 lb.	UP 1	Battery (4) Motorcraft 12V 93 Amp. Hr. (625CCA)
13 DE 0	AXLE EQUIPMENT: Wheel Seals, Stomco Front	30 NL 0	ENGINE: Cummins, NTC-400 "BC IV" (400HP) @ 2100 RPM
DB 0	Mag. Drain Plug (Std.)	36	ENGINE EQUIPMENT: Cummins Coolant Filter (Std.)
16 HB 0	BRAKES, SERVICE: Air Brakes	MC 0	Oil Filter, Cummins By-Pass (Std.)
HU 0	Front Wedge Type 15"x6" (Inc.)	PD 0	Clutch, 15-1/2" 2-Plate Ceramic (Inc.)
KS 0	Rear, Cam Type 16-1/2"x7" (Std.)	PC 0	Exhaust, Vertical Muffler w/ Vertical Pipe, RH (Std.)
19 HU 0	BRAKE EQUIPMENT: Air Parking Brake, Maxi	AW 0	Cold Start Aid, Ether
KS 0	Air Compressor 15.5 CFM (DSO-19WC)	40	ENGINE EQUIPMENT: (Cont'd) Throttle, Vernier Hand Control
KC 0	Moisture Ejectors, Auto	43 EC 1	Silicone Hose Pkg.
22 NB 0	CAB: Custom, Interior	47 HP 0	FRAME: 30.0 SM-110,000 PSI Double Channel, Bolted
MN 0	Seat, National Cush-N-Aire Lo-Back, Air Susp. Driver	47 TT 0	FUEL TANK: Dual 95 Gallon, LH and RH Cylindrical Aluminum
BB 0	and Fixed Base Passenger	50/51	SUSPENSION, FRONT: 16,000 lb. (Inc.)
23 BJ 0	CAB EQUIPMENT: Assist Handles, RH & LH (Std.)	50/51	SUSPENSION, REAR: Hendrickson RT-440 (Inc.) 44,000 lb.
BT 0	Windshield Molding, Bright Grille, Bright	50/51	Bronze End & Ctr. Bushings (DSO-47YB)
24 PF 0	CAB EQUIPMENT: (Cont'd) Horns, Dual Air	56 EJ 0	TIRES: Front (2) 15.00x22.5H (16PR) Hwy
PS 0	Cab Lights, Bright Rectangular, Dietz	60 FK 0	Rear (8) 10.00x20F (12PR) Hwy, Dr. Whl. (Grp. IV)
SA 0	Air Conditioner, Integral	60 FN 0	WHEELS: Front (2) 22.5x12.25 Cast Spoke
SE 0	Gauge, Engine Oil Temp		Rear (8) 20x8.0 Cast Spoke
25 RN 0	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Inc.)		TRANSMISSION: Fuller RTO-14613, 13-Speed
RR 0	Mirrors, Western S.S. w/ Aux. Convex		MISCELLANEOUS: Tow Hooks, Front
RS 0	Windshield Wipers, Air		Tractor Package, 12" Air & Electric Lines
SG 0	Radio, AM		
	Warning Light, High Engine Oil Temp.		

LTL-9000-703

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 34,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 8,675 lb.
Rear: 6,862 lb.
Total: 15,537 lb.

PERFORMANCE DATA

BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: 34,000 lb.
Rear: 48,000 lb.
Total: 82,000 lb.

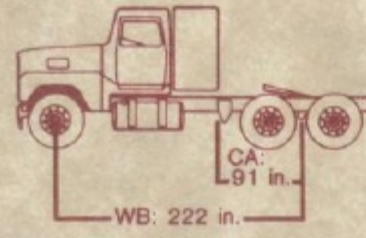
DRIVETRAIN PERFORMANCE
Gradeability: 33%
Geared Speed: 78 MPH
Total Reduction: 49:1

Chassis-Cab Specifications (DSO Vehicle)

08 MT 0	EXTERIOR COLOR: Maroon, Color Comb. "LM" Paint Design, E5 (Hi-Liner)	25 SQ 0	CAB EQUIPMENT: (Cont'd) Mirrors, Western S.S. w/ Aux. Convex (Inc.)
10 AJ 0	AXLE, FRONT: 12,000 lb. (Std.)	SE 1	Tinted Glass, All (Inc.)
11 B4 0	AXLE, REAR: Rockwell SQ-100 (3.90) Ratio (Std.) 40,000 lb.	SH 0	Instrument Panel, Linehaul Full Instrumentation
13 DE 0	AXLE EQUIPMENT: Mag. Drain Plug (Std.)	27 TJ 0	Radio, AM-FM Stereo w/ Cassette
DB 0	Wheel Seals, Stomco Front	UP 1	Steering Column, Adjustable
DC 0	Power Steering	30 NL 0	ENGINE: Cummins, NTC-400 "BC IV" (400HP) @ 2100 RPM
DE 0	Shock Absorbers, Front	36	ENGINE EQUIPMENT: Cummins Coolant Filter (Std.)
16 HA 0	BRAKES, SERVICE: Air Brakes (Std.)	MM 0	Oil Filter, Cummins By-Pass (Std.)
HU 0	Front, Cam Type 15" x 4" (Std.)	MC 0	Clutch, 15-1/2" 2-Plate Ceramic (Inc.)
HF 0	Rear, Cam Type 16-1/2" x 7" (Std.)	PD 0	Self Adjusting
HR 0	Centrifuge Brake Drums, Front	PC 0	Dual Exhaust, Horiz. Mufflers and Dual Bright
HR 0	Centrifuge Brake Drums, Rear	40 AS 2	Vertical Outlets (DSO-36WC)
19 KS 0	BRAKE EQUIPMENT: Air Parking Brake, Maxi	43 EC 2	Exhaust Stack Extensions, Dual 90" Curved Bright
KA 0	Air Compressor Bendix 12 CFM	47 HL 0	Outlets (DSO-36ZX)
KC 0	Moisture Ejectors, Auto	47	Cold Start Aid, Ether
KU 0	Air Dryer, Anchorlok Heated	50/51	ENGINE EQUIPMENT: (Cont'd) Throttle, Vernier Hand Control
22 BU 0	CAB: Custom Cab, Dual Hi-Level	40	Silicone Hose Pkg.
NS 0	Seats, National Cush-N-Aire, Hi-Back, Air Susp. Driver	43	FRAME: 13.30 SM-110,000 PSI All Bolted Assembly (Std.)
BB 0	and Passenger	47	FUEL TANK: Dual 120 Gallon, LH and RH Cyl., Aluminum
MD 0	Charcoal Vinyl Trim (Inc.)	47	SUSPENSION, FRONT: 12,000 lb. (Severe Duty Service)
23 BM 0	CAB EQUIPMENT: Assist Handles, RH & LH (Std.)	50/51	SUSPENSION, REAR: Neway ARD244-6 w/50" Spread (DSO-47PH) 34,000 lb.
24 SE 0	CAB EQUIPMENT: (Cont'd) Horns, Dual Air	50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy
SE 0	Gauge, Engine Oil Temp	50/51	Rear (8) 011R24.5G (14PR) Hwy, Dr. Whl. (Grp. IV)
SJ 0	Gauge, Rear Axle Lube Temp		WHEELS: Front (2) 24.5x8.25 Polished Alum. Disc
SK 0	Gauge, Trans. Oil Temp		Rear (8) 24.5x8.25 Polished Alum. Disc
SA 0	Warning Lights w/ Buzzer, Low Oil Press., Low Coolant Level and High Coolant Temp.	56 EJ 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
	Air Conditioning, Integral	60 HH 0	MISCELLANEOUS: Tractor Package, Utilized (DSO-60HH)

LTL-9000-707

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 8,863 lb.
Rear: 6,984 lb.
Total: 15,847 lb.

PERFORMANCE DATA

BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: 34,000 lb.
Rear: 48,000 lb.
Total: 82,000 lb.

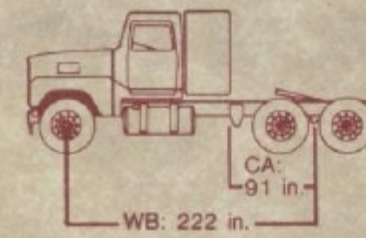
DRIVETRAIN PERFORMANCE
Gradeability: 35%
Geared Speed: 82 MPH
Total Reduction: 47:1

Chassis-Cab Specifications (DSO Vehicle)

08 1D 0	EXTERIOR COLOR: Smokey Metallic	25 RD 1	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Std.)
10 AJ 0	AXLE, FRONT: 12,000 lb. (Std.)	SE 1	Mirrors, Western S.S., Lighted & Heated w/ Aux. Convex
11 B3 0	AXLE, REAR: Rockwell SQ-100 (3.73) Ratio (Std.) 40,000 lb.	SO 0	Radio, AM-FM w/ Cassette
13 DE 0	AXLE EQUIPMENT: Mag. Fill & Drain Plug (Std.)	RR 0	Instrument Panel, Linehaul, Full Instrumentation
DF 0	Wheel Seals, Wet-Type, Front	SH 0	Windshield Wipers, Air
DB 0	Power Steering	27 TJ 0	Steering Column, Adjustable
DC 0	Shock Absorbers, Front	UP 1	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 30 SI
DK 0	Greaseable Drag Links & Tie Rods	30 NL 0	Battery (4) Motorcraft 12V 93 Amp. Hr. (625CCA)
16 HA 0	BRAKES, SERVICE: Air Brakes (Std.)	36	ENGINE: Caterpillar 3406B (400HP) @ 2100 RPM
HU 0	Front, Cam Type 15" x 4" (Std.)	MM 0	ENGINE EQUIPMENT: Clutch, 15-1/2" 2-Plate Ceramic (Inc.)
HF 0	Rear, Cam Type 16-1/2" x 7" (Std.)	MC 0	Self-Adjusting Clutch
HR 0	Centrifuge Brake Drums, Front	PD 0	Dual Exhaust, Horizontal Mufflers and Bright Vertical
HR 0	Centrifuge Brake Drums, Rear	40 AY 3	Outlets (DSO-36WC)
19 KS 0	BRAKE EQUIPMENT: Air Parking Brake, Maxi (Std.)	43 EC 2	Exhaust Stack Extensions, Dual 90" Curved Bright
KA 0	Air Compressor Bendix 12 CFM (Incl.)	47 HF 0	Outlets (DSO-36ZX)
KU 0	Air Dryer, Anchorlok Heated	50/51	Cold Start Aid, Ether
KC 0	Moisture Ejectors, Auto	40	ENGINE EQUIPMENT: (Cont'd) Throttle, Vernier Hand Control
22 BU 0	CAB: Custom Cab, Dual Hi-Level	43	Silicone Hose Package
NS 5	Charcoal Vinyl Trim	47	FRAME: 15.9 SM-110,000 PSI
MD 0	Seat, Bostrom Air-715E	47	FUEL TANK: Dual 120 Gallon, LH and RH Cylindrical Aluminum
23 BM 0	CAB EQUIPMENT: Assist Handles, RH & LH (Std.)	50/51	SPRINGS, FRONT: 12,000 lb. (Incl.)
24 PR 0	CAB EQUIPMENT: (Cont'd) Horns, Dual Air	50/51	SPRINGS, REAR: Neway ARD244-6 w/60" Spread (DSO-47X2) 38,000 lb.
SA 0	Warning Light w/ Buzzer, Low Oil Press., Low Coolant Level & High Coolant Temp.		TIRES: Front (2) 011R24.5G (14PR) Hwy
SE 0	Air Conditioning, Integral		Rear (8) 011R24.5G (14PR) Hwy, Dr. Whl. (Grp. IV)
SH 0	Gauge, Engine Oil Temp		WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc
SJ 0	Gauge, Rear Axle Lube Temp		Rear (8) 24.5x8.25 Polished Aluminum Disc
SU 0	Gauge, Trans. Oil Temp	56 EJ 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
		60 HH 0	MISCELLANEOUS: Tractor Package, Utilized (DSO)

LTL-9000-710

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 46,000 lb.

CHASSIS WEIGHT
Front: 8,542 lb.
Rear: 6,948 lb.
Total: 15,490 lb.

PERFORMANCE DATA

BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: 34,000 lb.
Rear: 48,000 lb.
Total: 82,000 lb.

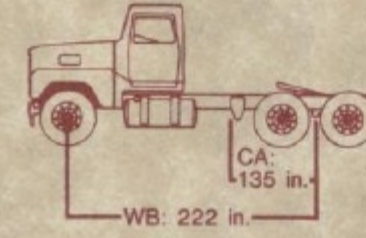
DRIVETRAIN PERFORMANCE
Gradeability: 23%
Geared Speed: 64 MPH
Total Reduction: 45:1

Chassis-Cab Specifications (DSO Vehicle)

08 9E	EXTERIOR COLOR: Pure White (Std.)	25 RD 1	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Std.)
10 AJ 0	AXLE, FRONT: 12,000 lb. (Std.)	RR 0	Mirrors, Western, Lighted & Heated
11 YR 0	AXLE, REAR: Rockwell SQ-100P (3.55) 40,000 lb.	RR 0	Dual S.S. w/ Aux. Convex
13 DB 0	AXLE EQUIPMENT: Power Steering	SE 0	Windshield Wipers, Air
DC 0	Shock Absorbers, Front	SH 0	Instrument Panel, Linehaul, Full Instrumentation
DE 0	Wheel Seals, Wet-Type, Front	30 NE 0	Radio, AM-FM Stereo w/ Cassette
DF 0	Wheel Seals, Wet-Type, Rear	36	Steering Column, Adjustable
DK 0	Greaseable Drag Links & Tie Rods	27 TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 30SI
16 HA 0	BRAKES, SERVICE: Air Brakes (Std.)	UP 1	Battery (4) Motorcraft 12V 93 Amp. Hr. (625CCA)
HU 0	Front, Cam Type 15" x 4" (Std.)	30	ENGINE: Cummins, Formula 350 "BC IV" (350HP) @ 1800 RPM
HF 0	Rear, Cam Type 16-1/2" x 7" (Std.)	36	ENGINE EQUIPMENT: Cummins Coolant Filter (Std.)
HR 0	Centrifuge Brake Drums, Front	MC 0	Oil Filter, Cummins By-Pass (Std.)
HR 0	Centrifuge Brake Drums, Rear	MR 0	Clutch, 15-1/2" 2-Plate Ceramic Face (Inc.)
19 KA 0	BRAKE EQUIPMENT: Air Parking Brake, Spring Set, Maxi	MC 0	Cold Start Aid, Ether
KS 0	Air Parking Brake, Spring Set, Maxi	37 PD 0	ENGINE EQUIPMENT: (Cont'd) Throttle, Vernier Hand Control
22 BU 0	CAB: Custom Cab, Dual Hi-Level	PC 0	Silicone Hose Package
NS 0	Trim Color, Charcoal	40 AS 3	FRAME: 13.3 SM-110,000 PSI
MD 0	Seat, National Cush-N-Aire	43 EC 2	FUEL TANK: Dual 20 Gallon, LH and RH Cylindrical Aluminum
23	Hi-Back, Air Susp. Driver and Passenger	47 HL 0	SUSPENSION, FRONT: 12,000 lb. (Severe Duty Service)
23	Sleeper Box 42" (DSO-76SS)	47 SM 0	SPRINGS, FRONT: Hendrickson E4-380 38,000 lb.
23	Air Conditioning, Sleeper (DSO-76SD)	50/51	SUSPENSION, REAR: Hendrickson E4-380 38,000 lb.
23	CAB EQUIPMENT: Assist Handles, RH and LH (Std.)	50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy
23	Bright Exterior Trim (Inc.)	50/51	Rear (8) 011R24.5G (14PR) Hwy, Dr. Whl. (Grp. IV)
24 PR 0	CAB EQUIPMENT: (Cont'd) Horns, Dual Air		WHEELS: Front (2) 24.5x8.25 10-Hole Polished Aluminum Disc
SA 0	Air Conditioning, Integral		Rear (8) 24.5x8.25 10-Hole Polished Aluminum Disc
SA 0	Warning Light w/ Buzzer, Low Oil Pressure & Low Coolant Level, High Coolant Temp.	56 EG 0	TRANSMISSION: Fuller RTO-14609A, 9-Speed
SE 0	Gauge, Engine Oil Temp	60 HH 0	MISCELLANEOUS: Tractor Package, Utilized
SE 0	Gauge, Rear Axle Lube Temp		
SE 0	Gauge, Trans. Oil Temp		
SJ 0	Gauges, Engine Oil Temp		
SJ 0	Gauges, Rear Axle Lube Temp		
SJ 0	Gauges, Trans. Oil Temp		

LTL-9000-713

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 8,299 lb.
Rear: 7,377 lb.
Total: 15,676 lb.

PERFORMANCE DATA

BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: 34,000 lb.
Rear: 48,000 lb.
Total: 82,000 lb.

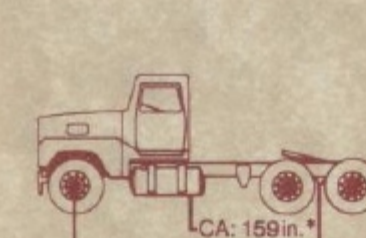
DRIVETRAIN PERFORMANCE
Gradeability: 33%
Geared Speed: 70 MPH
Total Reduction: 54:1

Chassis-Cab Specifications

08 9E	EXTERIOR COLOR: Pure White (Std.)	25 SQ 0	CAB EQUIPMENT: (Cont'd) Instrument Panel, Linehaul
10 AJ 0	AXLE, FRONT: 12,000 lb. (Std.)	RN 0	Mirrors, Western S.S. w/ Aux. Convex
11 B6 0	AXLE, REAR: Rockwell SQ100 (4.33) (Std.) 40,000 lb.	RS 0	Radio, AM, Pushbutton
13 DE 0	AXLE EQUIPMENT: Mag. Fill and Drain Plugs (Std.)	RW 0	Tinted Glass, All (Inc.)
DE 0	Power Steering	SH 0	Steering Column, Adjustable
DF 0	Wheel Seals, Stomco Front	27 TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 30SI
DF 0	Wheel Seals, Stomco Rear	UR 1	Battery (3) Motorcraft 93 Amp. Hr. (625CCA)
16 HA 0	BRAKES, SERVICE: Air Brakes (Std.)	30 HH 0	ENGINE: Caterpillar 3406B (310HP) @ 2100 RPM
HU 0	Front, Cam Type 15" x 4" (Std.)	36	ENGINE EQUIPMENT: Clutch, 15-1/2" 2-Plate Ceramic Face (Inc.)
HU 0	Rear, Cam Type 16-1/2" x 7" (Std.)	36	Air Cleaner, Single Stage Dry Type (Std.)
HR 0	Centrifuge Brake Drums, Front	37	Exhaust, Single Bright Vertical Muffler & Pipe, RH (Std.)
HR 0	Centrifuge Brake Drums, Rear	37	Oil Filter, By-Pass Type (Std.)
19 KS 0	BRAKE EQUIPMENT: Parking Brake, Maxi Spring-Set (Std.)	40 AV 3	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
KA 0	Air Compressor, Bendix 12 CFM (Incl.)	43 EC 1	Throttle, Locking T-Handle (Std.)
22 BU 0	CAB: Custom Cab Interior	47 HF 0	FRAME: 15.9 SM-110,000 PSI All Bolted Assembly
NS 0	Seats, National Cush-N-Aire Lo-Back Driver & Fixed Pass.	47	FUEL TANK: Dual 120 Gallon, LH and RH Aluminum Cylindrical
BB 0	Trim Color, Tan, Chestnut	47	SUSPENSION, FRONT: 12,000 lb. (Std.)
23	CAB EQUIPMENT: Assist Handles RH & LH (Std.)	47 TP 0	SUSPENSION, REAR: Hendrickson RTE-380 38,000 lb.
23	Grille, Bright Surround	50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy
24	CAB EQUIPMENT: (Cont'd) Gauges, Oil Pressure, Elec. Voltmeter, Coolant Temp. & Fuel (Std.)	50/51	Rear (8) 011R24.5G (14PR) Super Dr. Whl. (Grp. IV)
24	Warning Light, Low Coolant Level (Std.)		WHEELS: Front (2) 24.5x8.25 10-Hole Polished Alum. Disc
24	Cab Lights, Bright Rectangular, Dietz		Rear (8) 24.5x8.25 10-Hole Steel Disc
24	Horns, Dual Air	56 EC 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
24	Air Conditioning	60 FM 0	MISCELLANEOUS: Tractor Package, w/ 10' Lines
24	Gauges, Engine Oil Temp	FD 0	Bumper, Front Bright 18" Chrome Plated Alum. w/ Marcha Dual Fog & Driving Lights
24	Gauges, Rear Axle Lube Temp		
24	Gauges, Trans. Oil Temp		

LTL-9000-715

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 8,492 lb.
Rear: 6,6

Built To Get The Job Done

LTL-9000

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW GCW† (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Vocation
LTL-9000-701	174/87	82.0	3406B 400	16	46	RTO-14613	10.00 x 20(12)	20 x 8.0(CS)	T
LTL-9000-702	174/87	82.0	BC IV NTC-400	16	46	RTO-14613	10.00 x 20(12)	20 x 8.0(CS)	T
LTL-9000-718	174/87	82.0	BC IV NTC-400	16	46	RTO-14613	10.00 x 20(12)	20 x 8.0(CS)	T
LTL-9000-703	204/81 (34" Slpr.)	82.0	BC IV NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-704	204/117	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-705	204/81 (34" Slpr.)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-706	204/117	82.0	BC IV F-300	12	40	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-720	204/117	58.0	BC IV NTC-350	16	46	RTO-14608LL	11.00 x 22(14)	22 x 8.0(CS)	T
LTL-9000-707	222/91 (42" Slpr.)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-708	222/91 (42" Slpr.)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-709	222/91 (42" Slpr.)	82.0	BC IV NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-710	222/91 (42" Slpr.)	82.0	BC IV F-350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-717	222/91 (42" Slpr.)	82.0	BC IV NTC-400	12	40	RT-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-719	222/91	82.0	3406B 350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-711	222/135	82.0	3406B 310	12	40	RTO-11613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-712	222/135	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-713	222/135	82.0	3406B 310	12	40	RTO-11613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-714	222/135	82.0	3406B 400	12	40	RTO-14615	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-715	246/159	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-716	246/159	82.0	BC IV NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T

1987 "WORK-READY"-CALIFORNIA VEHICLES

LL-9000-781	174/87	82.0	E-3406B 400	12	23	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-781	246/159	54.0	E-3406B 400	16	40	RTO-14613	10.00 x 20(14)	20 x 8.0(D)	D
LTL-9000-782	246/159	82.0	BC IV F-350	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LTL-9000-783	246/159	82.0	E-3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T

†138,000 pound turnpike rating available.

(*)—Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown.
(D)—Disc wheel; (CS)—Cast spoke wheel. T = Tractor. D = Dump.



Rugged Components For Proven Performance

The Next Logical Step In Truck Value

A Ford truck is more than a cab and a set of rails. It's engines from Cummins and Caterpillar. It's Rockwell axles, Fuller transmissions, Bendix fan clutches.

Ford and its Premium Suppliers have assembled some of the best in key componentry to give you premium value for your investment.

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its key componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Suppliers. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

All-Bolted Frames

- Available up to 3,300,000 RBM.
- Single-channel, 34" nominal width, with optional reinforcements available.
- Straight top surfaces behind the cab for easy fifth wheel mounting.
- Bolted-in-place siderail attachments.



Fleetguard Fuel-water Separators

- One-step, self-venting valve for quick, one-hand draining.
- Easy to maintain—no cartridge filters to change, no housings to take apart, no broken bowls to replace, no algae to scrape away.

• Simple installation—requires no hardware, replaces standard filters.

Clutches

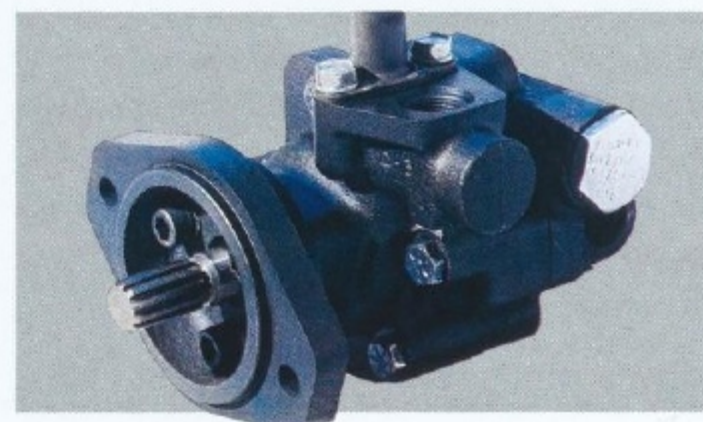
- Non-asbestos facings.
- Ceramic facings optional or included with optional engines.
- Dampened discs with coaxial springs for reduced torsional vibration.
- Self-adjusting option for reduced maintenance.

Cummins Air Compressors

- Single-cylinder design for easy servicing, reduced maintenance and longer life.
- Extended skirt pistons for improved stability, reduced carboning, less

noise and extended ring and cylinder bore life.

- Gear-driven—no belts or pulleys to replace.
- Improved 9-hole air discharge valve seat for increased air flow.
- Redesigned cylinder head for reduced air discharge temperature.

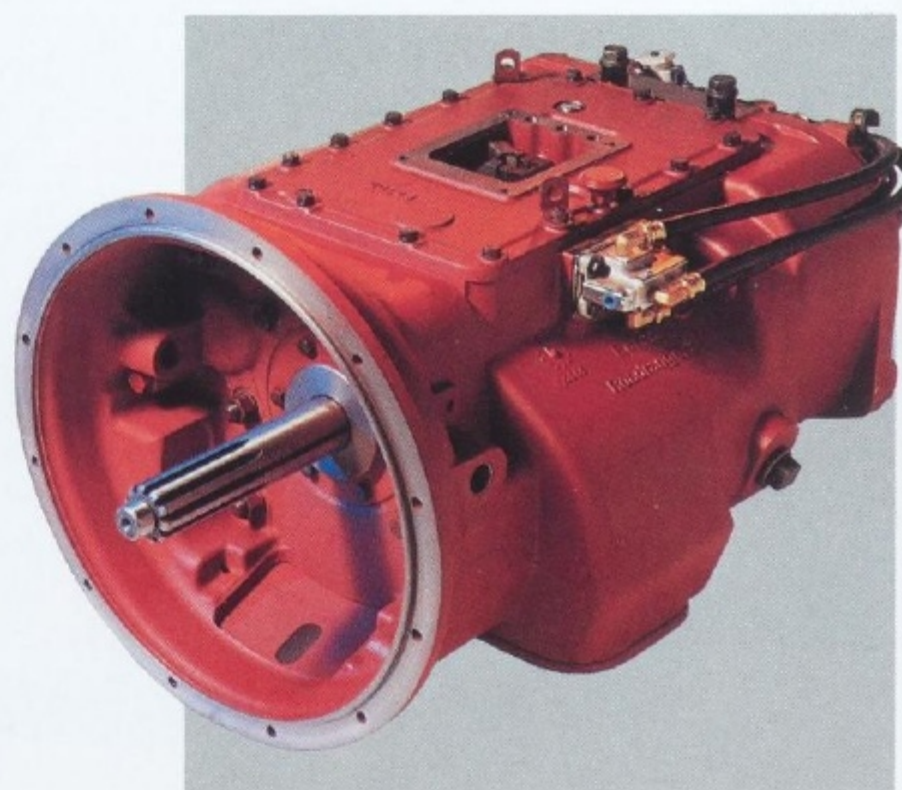


Eaton Power Steering Pumps

- Direct drive for improved durability.
- High temperature sealing elements for long life.
- Decreased sensitivity to flow losses at high temperature.
- Pressure-balanced, self-compensating port plate for high volumetric efficiency.

Fuller Transmissions

- 9-speed direct is standard.
- Options include 7-, 8-, 9-, 10- and 15-speed direct; and 8-, 9-, 10- and 13-speed overdrive.



New Technology For 1987

Cummins Big Cam IV (OA)

- Cummins Big Cam IV diesel engines with Optimized Aftercooling for increased fuel economy, less thermal stress and reduced emissions.
- HT-Series turbocharger—features a redesigned compressor wheel for improved efficiency.
- Redesigned camshaft—results in reduced loads and increased component life.
- "High Top Ring" pistons—reduce dead air space above the top ring for improved fuel economy.

Cummins L-10 (OA)

- Cummins L-10 diesel engine with Optimized Aftercooling—600 pounds lighter than the NTC engine for greater economy and increased payload.
- The L-10 is 9 inches shorter in length and height than the NTC, providing easier engine access.

Redesigned Instrumentation

- Increased knee room for added comfort.
- New warning light module with aftermarket provisions for additional monitors such as "water in fuel."
- Easier access to fuse panel for better serviceability.

Single Axle Availability

- Faster delivery on LL (single axle) models—available with Ford's luxurious 60-inch Penthouse and Flat-Top sleepers.

Aerodynamic Fuel Savings

- Rudkin-Wiley fiberglass roof fairing or Aerodynamic Package* available on sleepers—reduce drag by up to 24.2% for significant fuel savings (See page 15).

*Special Order Option.



Bendix Air Dryers*

- With more than 12 million square feet of desiccant surface for outstanding moisture absorption.
- Performs up to 3 years between scheduled servicing.
- Self-cleaning, automatic purging action helps keep system clean and dry.
- Special pre-cooler starts the drying process even before the air hits the desiccant.
- Alloy filter screens out oil and grit.

*Special Order Option.

Rockwell Rear Axles

- 23,000 lb. LL- and 40,000 lb. LTL-standard ratings.
- Special heat treated axle shafts for hardness and resiliency.
- Fluid lubricated wheel bearings for constant lubrication, increased life and reduced maintenance.



Bendix Fan Clutches

- Heavy-duty shaft for increased strength.
- High torque capacity for high rpms without slipping.
- Lifetime-sealed eliminating the need for routine maintenance.
- Full on-off operation saves fuel compared to viscous fan drives.



NOTE: Shown with CLF9000 mounting brackets. Varies with vehicle series.

The Ford Power Team— It Pays To Belong

27 Engines From Cat and Cummins

No matter what your power requirements may be, the LTL-9000 is there to meet them with 27 diesel engines from Cat and Cummins—17 for 49 states and 10 for California application only.*

The Cummins L-10 (OA) Formula 270 is standard. Options include the Cat 3406B-Series—from 310 to 400 HP (310 and 350 HP N.A. for California); the L-10 Power Torque and Formula Series from 270 to 300 HP; and the BIG CAM IV (OA) in the Formula and NTC Series from 300 to 400 HP (400 HP N.A. in California).

*For L.L. applications, refer to the Specification chart on page 18.

Caterpillar 3406B— Proven Heavy-Duty Power

Take advantage of Caterpillar's more than 20 years of premium diesel manufacturing experience. Choose proven heavy-duty power in the Cat 3406B diesel engine, featuring:

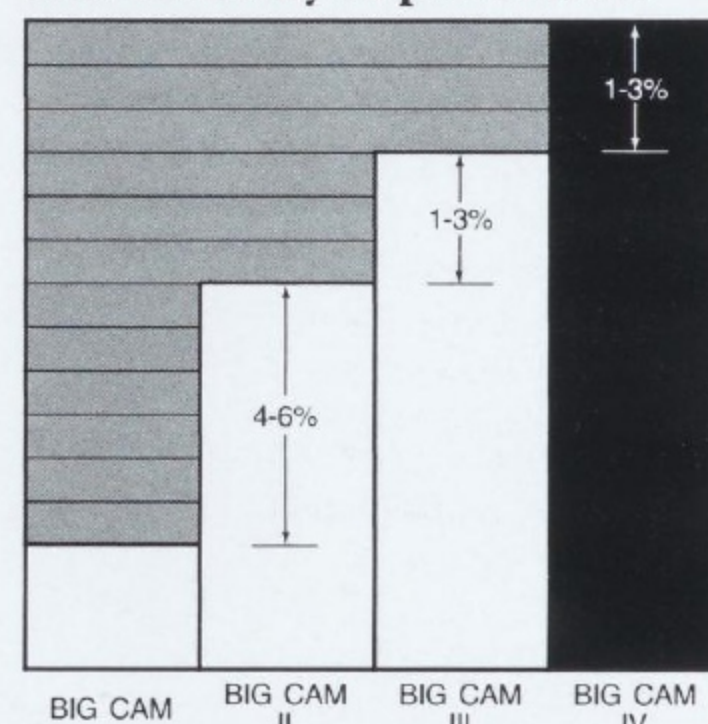
- Jacket Water Aftercooling—for increased combustion efficiency and reduced emissions.
- Full Range Governor—(not min-max) for automotive-type speed control and reduced gear shifting.
- Direct Injection Scroll Fuel System—results in lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

Optimized Aftercooling From Cummins

Optimized Aftercooling represents a major advance in the refinement of the air intake system of the Big Cam and L-10 diesel engines.

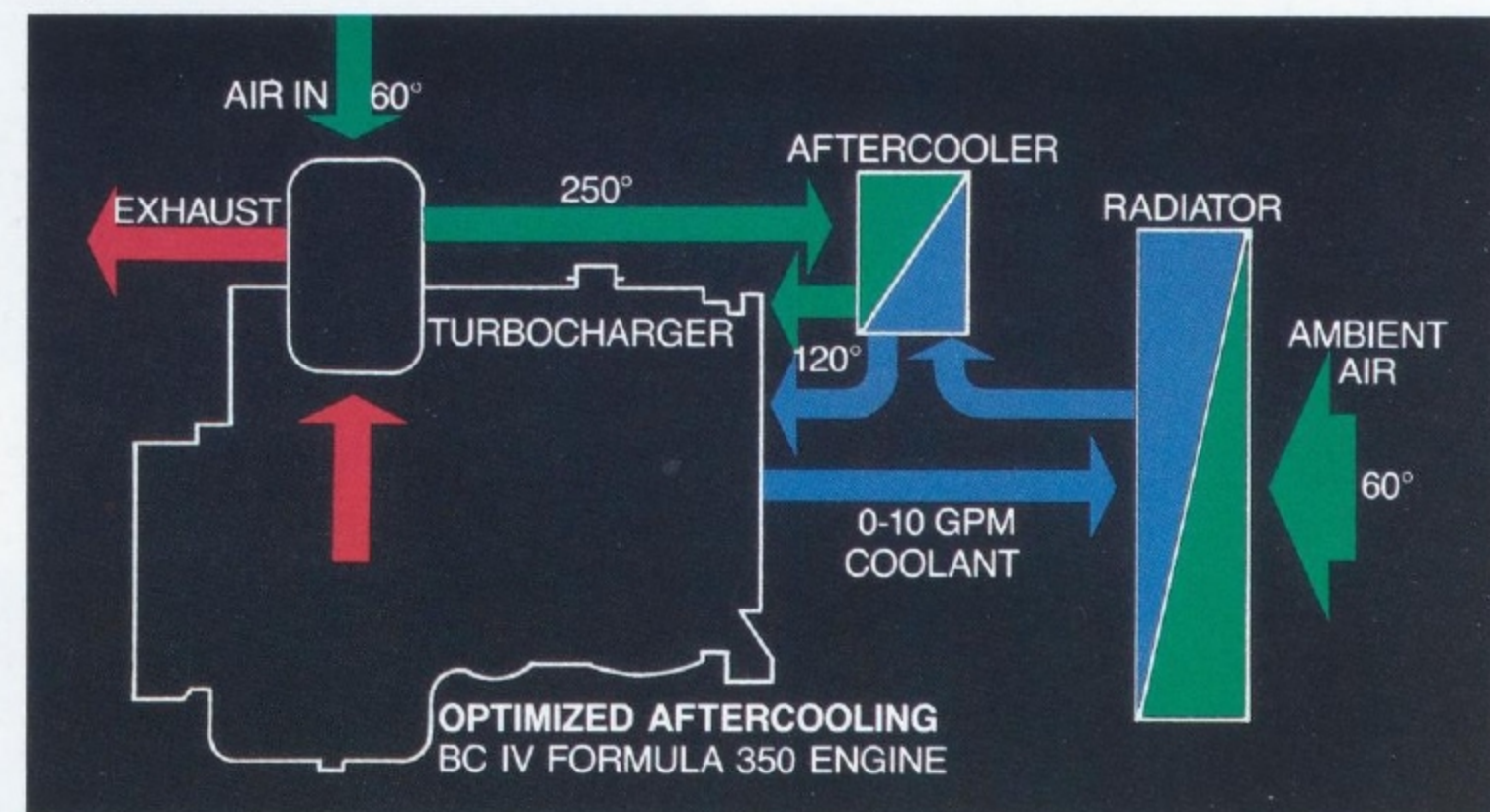
Simply put, Optimized Aftercooling reduces the temperature of the air in the engine's combustion chamber. Because cool air contains more oxygen per cubic inch than warm air, it

Fuel Economy Improvements



burns with greater thermal energy.

Optimized Aftercooling reduces turbocharged air to relatively low temperatures. The end result is improved fuel economy and engine response.



Winning Combinations

Vehicle	Engine	Transmission	Rear Axle	Tires	Max. Geared Speed	Cruising Speed
LTL-9000 w/Aerodynamic Package	Cummins Big Cam IV (OA) 315 hp @ 1800 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 w/3.55 Ratio	285Rx24.5 G Rating	60.8 mph	1627 rpm @ 55 mph
LTL-9000 w/Aerodynamic Package	Caterpillar Economy 3406B 310hp @ 1800 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 w/3.55 Ratio	285Rx24.5 G Rating	60.8 mph	1627 rpm @ 55 mph

Fuel Improvement of 6 To 12%

Optimized Aftercooling—new in Big Cam IV—is only part of the Cummins performance story. Since its introduction in 1976, the Big Cam Series has realized fuel improvements from 6 to 12%. As the accompanying bar graph illustrates, fuel economy increased 4 to 6% with Big Cam II...1 to 3% with Big Cam III...and now another 1 to 3% with Big Cam IV.

The Ford Power Team— It Pays To Belong

Fuel represents a major chunk of the cost of operating a rig. So even a minor improvement in fuel economy pays dividends. For example, at an average cost of \$1.00 per gallon of diesel fuel, a 3% miles-per-gallon improvement (from 5 mpg to 5.15 mpg) could save approximately \$1,200 every 200,000 miles.

Aerodynamic Improvement Package



Technology At Work For You

It's a hard fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming air drag. That spent power is money wasted.

For increased fuel economy, equip your truck with Ford's Rudkin-Wiley Aerodynamic Improvement Package, complete with factory-installed roof reinforcements, plus locally installed fiberglass roof fairing, variable top trim tab and cab side extenders.*

1985 Ford Engineering SAE "coast-down" tests on L-Series trucks fitted with the Aerodynamic Package showed a 16.5% (no wind) aerodynamic improvement over identical trucks without the package.

Similar tests for 34-inch sleeper-

equipped LTLs showed an 18.8% improvement (in average wind conditions) and a 24.2% improvement in still air.

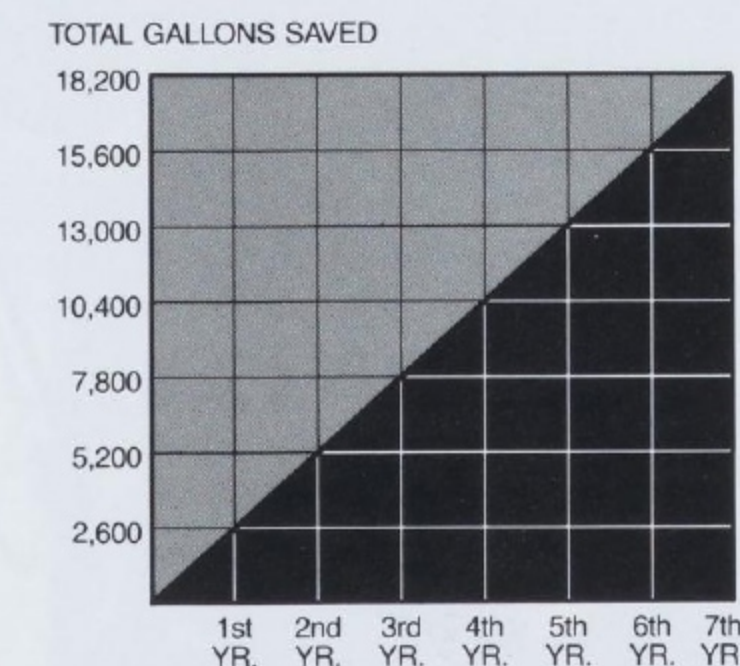
*Special Order Option.

Save Up To \$2,600 per 100,000 Miles

Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 24.2% drag improvement could mean roughly a 12% savings in fuel costs. Add the Cummins "Big Cam IV" diesel engine, and increase fuel economy another 3% over Big Cam III (see page 14).

Together that's a 15% improvement—which could mean a savings of \$2,600 per 100,000 miles.

Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH*



*The fuel chart shows an average annual fuel savings of 15% on a truck equipped with the Aerodynamic Improvement Package. Fuel consumption is based on an improvement from 5 mpg to 5.75 mpg at \$1.00 per gallon. Your actual savings will vary.

Easy To Service

60° Tilt Hood And Fender Assembly

Downtime is wasted time. And income lost. The LTL-9000 is designed for ease of service, keeping routine scheduled maintenance to a minimum.

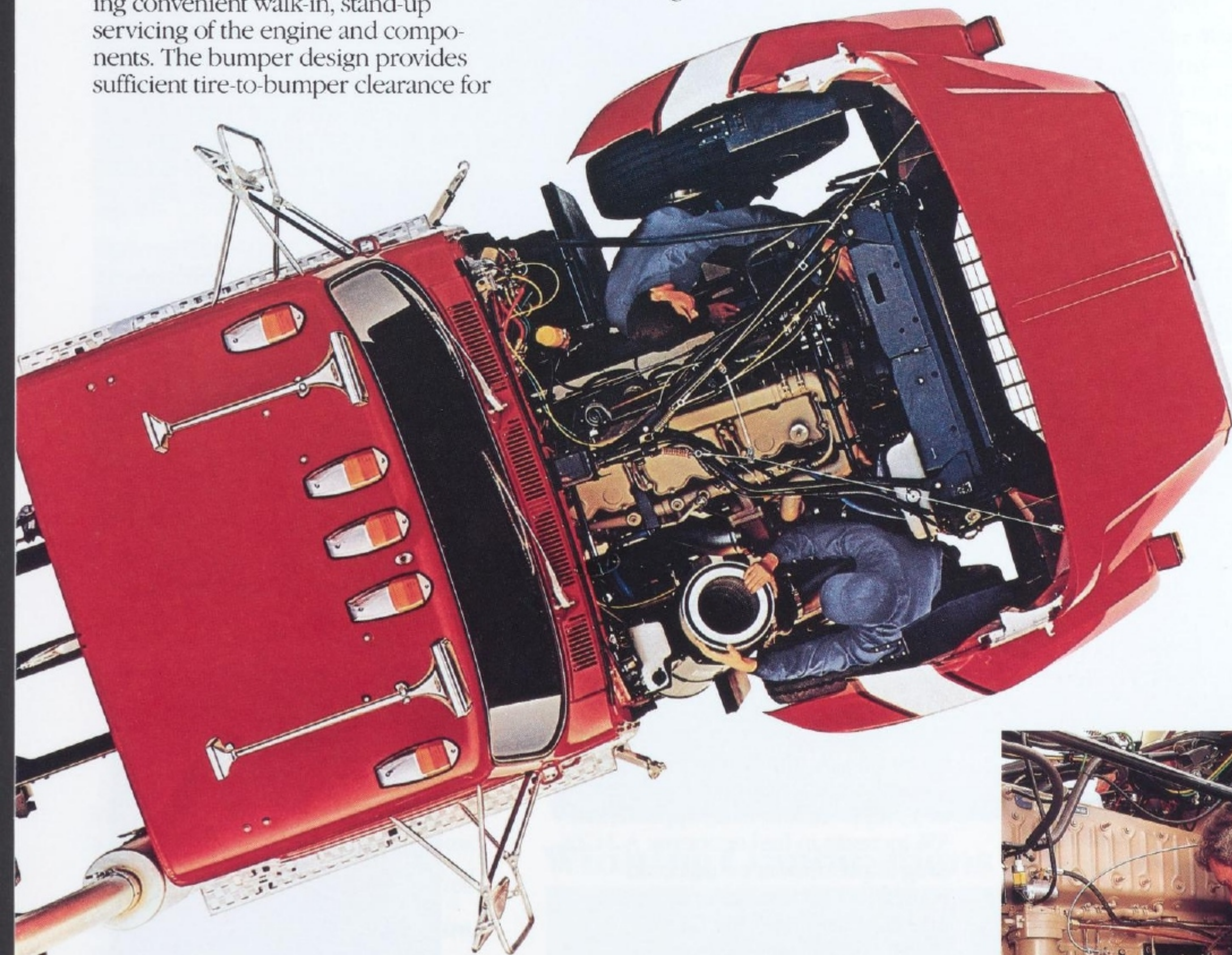
The large steel-reinforced fiberglass hood and fender assembly easily opens a full 60°. It swings up and away from the engine and radiator, allowing convenient walk-in, stand-up servicing of the engine and components. The bumper design provides sufficient tire-to-bumper clearance for

easy step-in engine access. Time is spent performing necessary maintenance, not unnecessary motion.

The LTL-9000 Series further supports low cost of ownership through a number of service-reducing features like:

- Maintenance-free batteries.
- Color-coded air lines and wiring simplify circuit identification and tracing.

- Removable Air-Pac allows unitized removal of manifold and air controls.
- Hinged fuse or circuit breaker panel for maintenance ease.
- Chassis wiring is routed high on the frame rails and away from the lower "corrosion gutter."



Keeping Your Truck On The Road And You In Business

LTL-9000 Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	50,000	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain*	24	150,000	50%†	50%†
Frame	60	Unlimited	50%†	50%†
Cab Corrosion	36	Unlimited	No Charge	No Charge
A/C	12	Unlimited	No Charge	No Charge

*Engines are warranted by the manufacturer. †No charge first 12 months or 50,000 miles; 50% between 12 months and time coverage of warranty. ‡Excludes clutch.

A Decade Of Ford Toughness: Over 137,000 Trucks Sold... Over 112,000 Still On The Road!

Ford sold over 137,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 112,000 of these trucks are still on the road. In fact, over 82% of Ford big trucks (Class 8) sold during that period are still on the job.

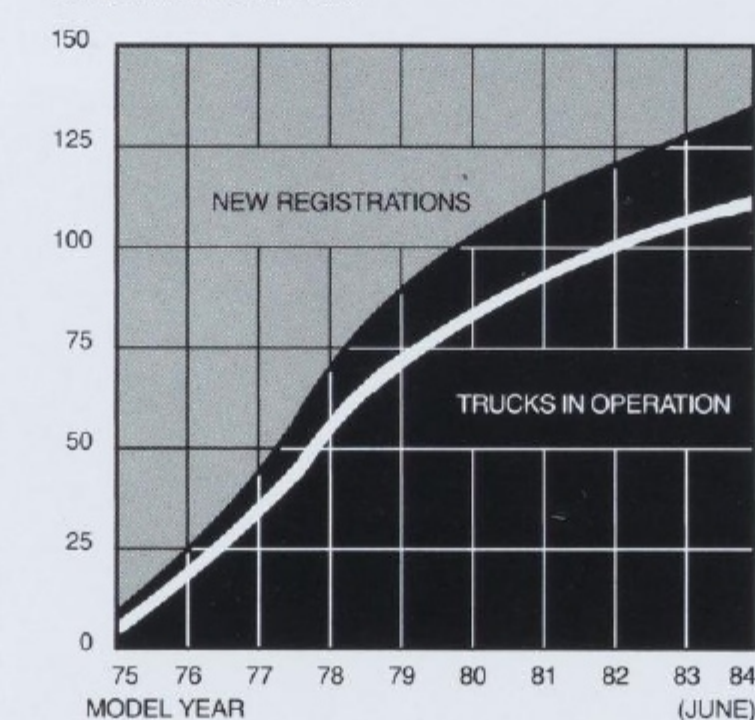
That's bottom line results. That's Ford Tough!

Reduced Downtime

The LTL-9000 Series is designed to reduce downtime. Maintenance and service checks—shown below on a Cummins Big Cam IV diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) fuel/water separator replacement (B) fluid systems (C) air filter replacement and (D) oil level.

Ford Heavy Truck Registrations And Trucks In Operation By Model Year 1975–1984 (June)

CUMULATIVE TOTAL × 000



Model Year Registrations: R.L. Polk Service "H" Trucks In Operation: R.L. Polk N.V.P.P. 1985

Big Payloads—The "Real-World" Payoff!

Weight distribution is the key to payload capacity—the "real-world" payoff.

Don't be misled by manufacturer claims for lightweight trucks. Overall weight is not the essential factor in determining payload capacity. Weight distribution—how much payload can be transferred to the front axle—is the essential ingredient.

By setting components like fuel tanks, air tanks and battery boxes forward under the cab, the LTL-9000 is able to load enough weight onto the front axle to give it an effective payload capacity competitive with any Class 8 on the road.

See your Ford Dealer for specifications.



Ford Full Parts And Service Support

Ford backs your LTL-9000 with a network of parts and service centers sup-

porting over 260 Ford Heavy Truck dealers nationwide.

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.



Ford LTL-9000 Specifications

SERIES	LTL-9000		LL-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GVWR (lb.) Max.	46,000	62,000	33,200	35,000
GCWR (lb.) Max.	82,000*	—	80,000	—
AXLE, FRONT Rating (lb.)	12,000 Steel	12,000 Aluminum 16,000 Steel	12,000	10,000 Steel 12,000 Aluminum
AXLE, REAR Rating (lb.)	40,000 Rockwell SQ-100	40,000 Eaton DS-402; Rockwell SQ-100** Rockwell SQ-100P† 46,000 Eaton DP460P/DS460P Rockwell SSHD	23,000 Rockwell RS-23-160	23,000 Eaton 23121 Rockwell RS-23-160** RS-23-180††
BRAKES, SERVICE Air, Cam-type	15" x 4" F, 16½" x 7" R	Twin Piston Power Front Disc for 16,000 lb. front axle	15" x 4" F, 16½" x 7" R	—
BRAKE, PARKING	Anchor-Lok Spring Set	Maxi or MGM	Anchor-Lok Spring Set	Maxi or MGM
ELECTRICAL Alternator	75 amp. Motorcraft	75 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leece-Neville#	75 amp. Motorcraft	75 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leece-Neville#
BATTERY Maintenance-free Motorcraft	2 625 CCA (with L-10) 3 550 CCA (with Big Cam IV)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"	2 625 CCA (with L-10) 3 550 CCA (with Big Cam IV)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE	Cummins: L-10 (OA) Formula 270■	Cummins L-10 (OA): Power Torque 270/300 Formula 270■/300 Cummins Big Cam IV (OA): Formula 300/315/350/400■ NTC 315/350/400■ Caterpillar: 3406B-310■/350■/400■ Economy 3406B-310■/350■/400■	Cummins: L-10 (OA) Formula 270■	Cummins L-10 (OA): Power Torque 270/300 Formula 270■/300 Cummins Big Cam IV (OA): Formula 300/315/350 NTC 315/350 Caterpillar: 3406B-310■ Economy 3406B-310■
CLUTCH	14-inch, 2-Plate	15½", 2-Plate (Big Cam IV Formula 300); self-adjusting	14-inch, 2-Plate	15½", 2-Plate (Big Cam IV Formula 300); self-adjusting
TRANSMISSION	9-Speed Direct	7-, 8-, 9-, 10-, 15-Speed Direct 8-, 9-, 10-, 13-Speed Overdrive	9-Speed Direct	7-, 8-, 9-, 10-Speed Direct; 9-, 13-Speed Overdrive
FRAME	1,463,000 RBM#	3,300,000 RBM (Max.)	1,463,000 RBM	2,860,000 RBM
FUEL TANKS	Aluminum: 65-gal., LH 20-inch Dia.	Aluminum: 65-gal., Dual 20-inch Dia. 95-gal., Dual 24-inch Dia. 120-gal., Dual 24-inch Dia. Polished Aluminum: 95-gal., Dual 24-inch Dia.	Aluminum: 65-gal., LH 20-inch Dia.	Aluminum: 65-gal., Dual 20-inch Dia. 95-gal., Dual 24-inch Dia. 120-gal., Dual 24-inch Dia. Polished Aluminum: 95-gal., Dual 24-inch Dia.
STEERING	Manual	Power	Manual	Power
SUSPENSION, FRONT (lb.) combined at ground	12,000	11,000 13,200 (Severe Duty) 16,000	12,000	10,000 11,000 13,200 (Severe Duty)
SUSPENSION, REAR (lb.) combined at ground	34,000 Hendrickson E4-340	46,000 Hendrickson RT-440HD (Max.)	23,000	24,500
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc
TIRES, @ Tubeless Radial	Michelin 011R x 22.5-14 XZA	285R x 24.5-14 (Max.)	Michelin 011R x 22.5-14 XZA	285R x 24.5-14 (Max.)

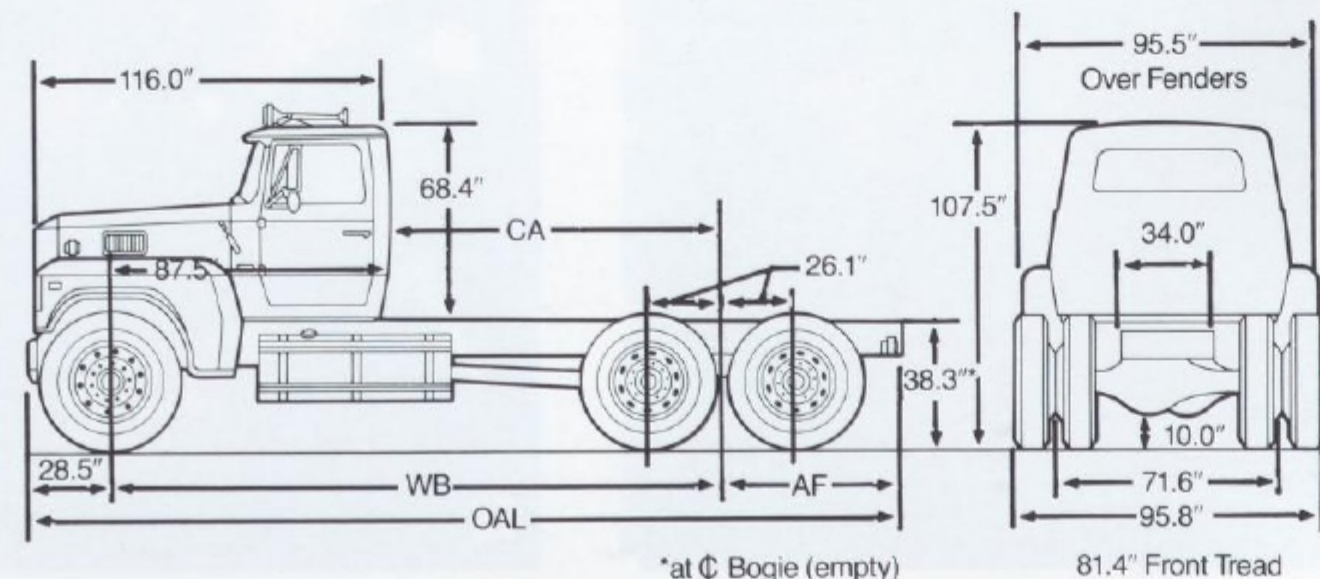
*138,000 Turnpike Rating available. **Aluminum carrier. †Steel or aluminum carrier. ††Severe duty, with or without aluminum carrier. #N.A. with Cummins engine. ■N.A. in California. ■California only. #RBM = Yield Strength x PSI. @Equivalent tubeless, tubeless flotation, tube and tube-type radials available.

Dimensions

LL/LTL-9000

WB	CA	AF	OAL
174"	87"	63"	266"
186"	99"	63"	278"
204"	117"	75"	308"
222"	135"	75"	326"
246"	159"	126"	401"

Dimensions are for base models with standard equipment and do not include cab clearance and identification lights. Special wheelbases available up to 306 inches.



Chassis Optional Equipment

- Aluminum front axle
- Centrifuge brake drums
- Automatic moisture ejectors
- Silicone hose package
- Radiator shutters
- Ether cold starting aid
- Stemco wet-type wheel seals
- Polished aluminum fuel tanks
- Adjustable steering column
- Bright aluminum front bumper
- Engine block heater (w/L-10 diesel only)
- Tow hooks
- Jack, hydraulic 12-ton
- Self-adjusting clutch
- Throttle, hand control vernier type
- Oil Filter, Luberfiner (N/A w/Cummins engine)

Cab Optional Equipment

Custom Exterior Trim

Includes (in addition to or in place of Standard features) Bright Finish:

- Windshield molding
- Grille, anodized aluminum
- Grille, surround molding
- Pedestal roof lights.

Custom Hi-Level Exterior Trim

Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:

- Rectangular Dietz cab roof lights (5)
- Hadley air horns
- Deep-design chrome-plated, aluminum bumper w/dual driving and dual fog lamps
- Western mirrors w/bright auxiliary convex
- Vent window frame and divider bar.

Dual Hi-Level Trim Package

Includes Custom Hi-Level Interior and Custom Hi-Level Exterior Trim Packages.

Sleeper Options:*

(See page 9.)

*Modification Center Installation.

Custom-Type Paint Options

Order your rig Factory-Dressed. Ford offers custom-type paint/tape schemes in a variety of popular combinations. Multitone paints are baked-on acrylic enamel for lasting brilliance.

Options Availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with their respective sales organizations, and Ford assumes no responsibility for their use.

Federal Regulations

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Administration (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



With Ford, You're Never Far From Home!

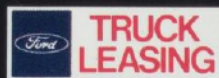


Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)* for information concerning LL/LTL-9000 sales, parts and service facilities. Operators are ready to take your call from 8 A.M. to 8 P.M. (EST). With Ford, you're never far from home.

*In Alaska call 1-800-433-6292.

- ★ Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- Heavy-Duty Truck Dealers



FORD PARTS AND SERVICE DIVISION



Ford Means Business In Big Trucks



FORD LTL-9000

TRUCK OPERATIONS

